WANT TO RIDE the WAVE YEAR-ROUND?

NRTA Year-Round Bus Service Study

Study Findings

March 2016

Photos by Susan Richards, SR Concepts

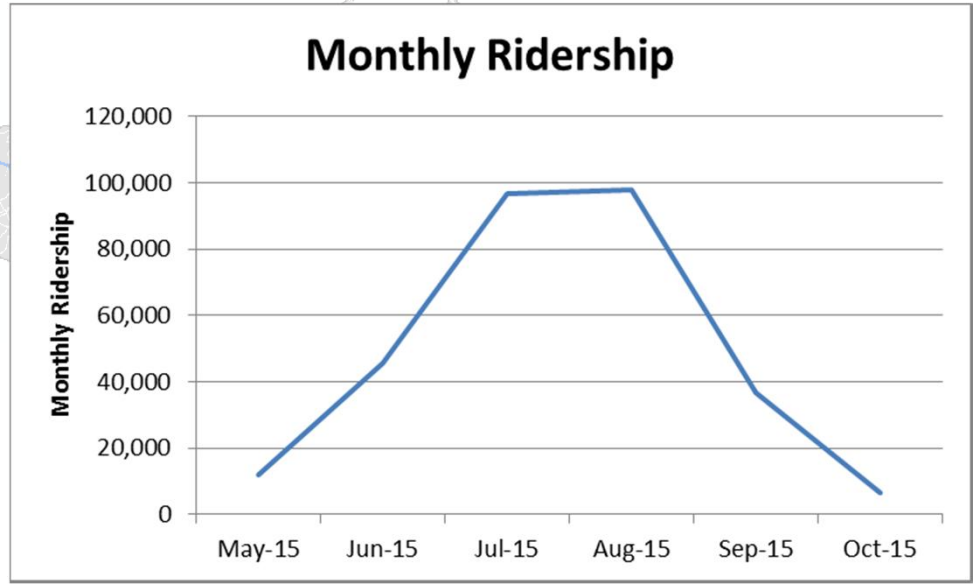
Agenda

- Study Overview
- Operational Analysis
- Market Analysis
- Outreach Findings
- Alternatives Development
- Preferred Alternative
- Next Steps

2015 NRTA Ridership

- 1,228 passengers daily early-shoulder season
- 2,902 passengers daily summer season
- 846 passengers daily late-shoulder season

Average daily shoulder ridership is 2x higher than the system ridership of two other state RTAs which have year-round service



2015 NRTA Route Diagnostics

Route Name	Farebox Recovery	Passengers per Mile	Passengers per Hour	Cost per Mile	Cost per Passenger	Subsidy/ passenger
Airport Route	11.2%	0.75	3.78	$13.51	$18.11	$16.08
Jetties Beach	34.2%	6.62	23.83	$19.00	$2.87	$1.89
Madaket Route	35.3%	1.07	13.57	$5.41	$5.04	$3.26
Miacomet Loop	27.5%	1.57	17.05	$6.31	$4.01	$2.91
Mid Island Loop	26.1%	2.03	15.76	$8.80	$4.34	$3.21
Sconset via Milestone Rd	48.6%	1.32	18.56	$4.85	$3.69	$1.90
Sconset via Old South Rd	57.8%	1.46	23.08	$4.33	$2.96	$1.25
Sconset via Polpis Rd	31.6%	0.77	11.53	$4.56	$5.93	$4.06
Surfside Beach	68.8%	2.50	25.85	$6.61	$2.65	$0.82
Fixed Route System Total	32.6%*	1.54	15.90	$8.05	$5.22	$3.81
Ferry Connector	90.5%**	0.97	2.33	$28.60	$29.42	$2.79

*Does not include Ferry Connector, with ferry connector and subsidy it is 44.4%
**Includes private funding (subsidy). Without the funding but instead a $2 fare it would be 6.8%

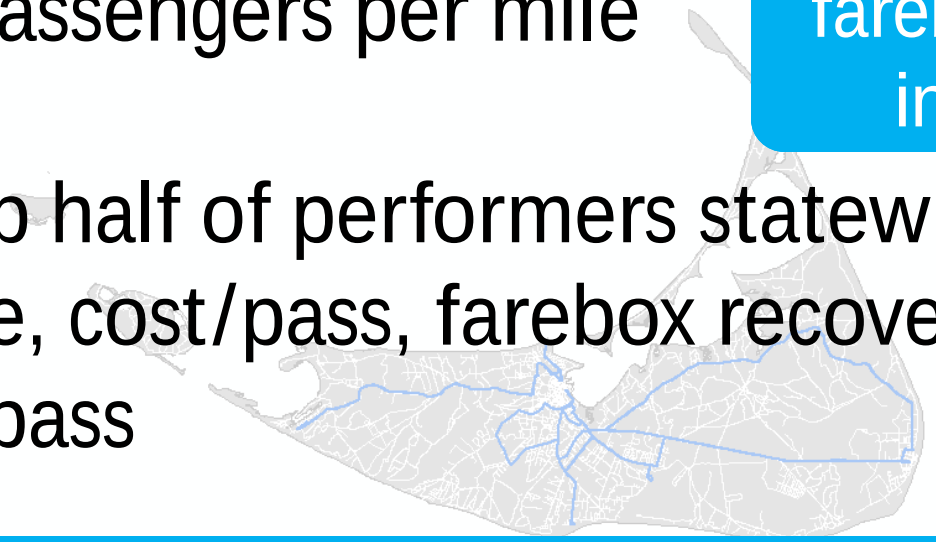
Green indicates better than state average

Route Diagnostics – Highlights 1

- Top rural transit performer in MA for passengers per mile

Second highest farebox recovery in the state

- In the top half of performers statewide for pass/mile, cost/pass, farebox recovery, subsidy/pass



NRTA is one of the most efficient transit providers in MA and provides a lot of service with a tight budget

Route Diagnostics – Highlights 2

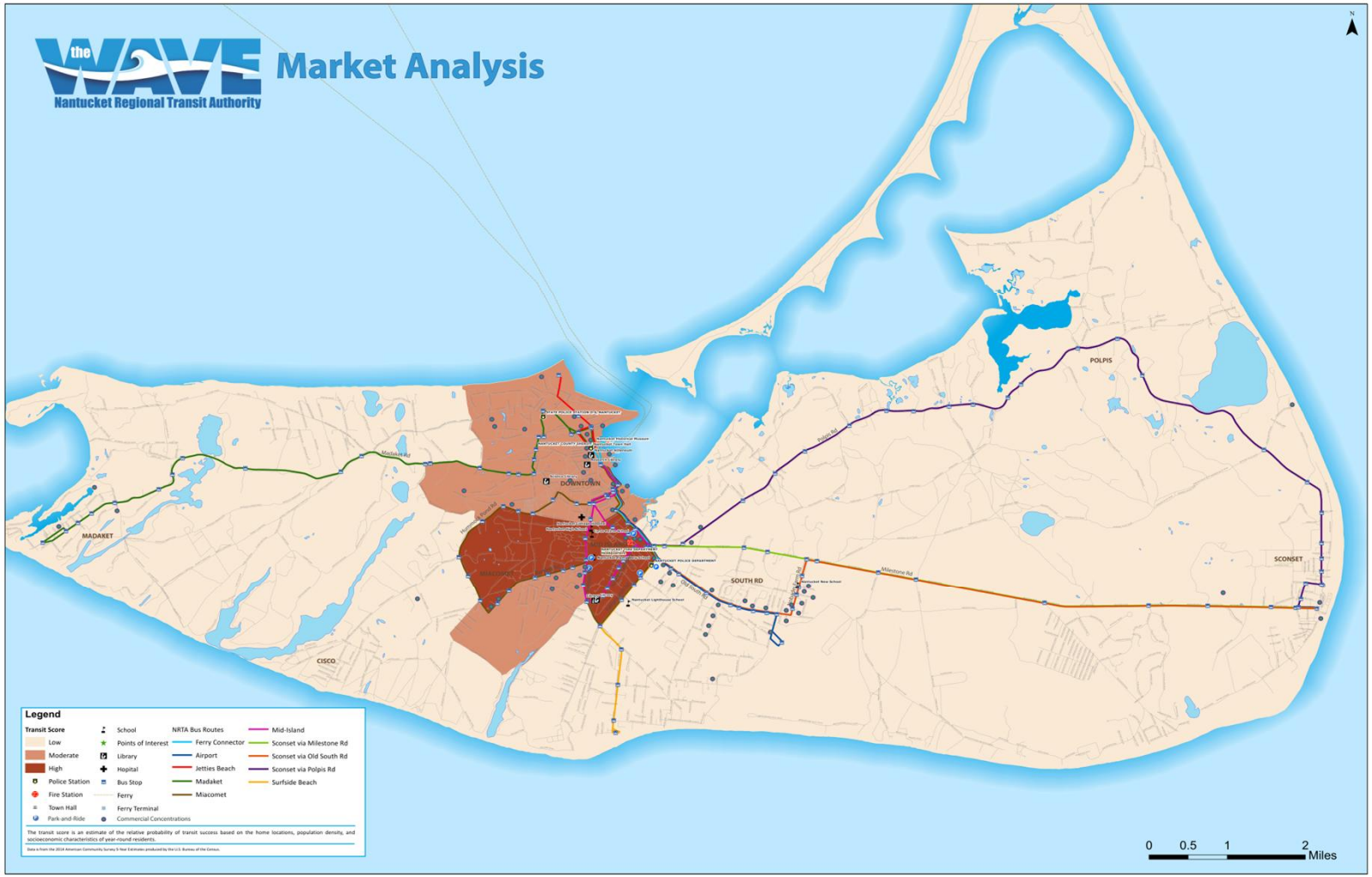
Top rural transit performer in MA for passengers per mile

118% better than other New England rural transit for cost/passenger

- Better than the national averages for rural transit providers in pass/mile (0.59), pass/hour (10.8), cost/pass (7.42), farebox recovery (6%)

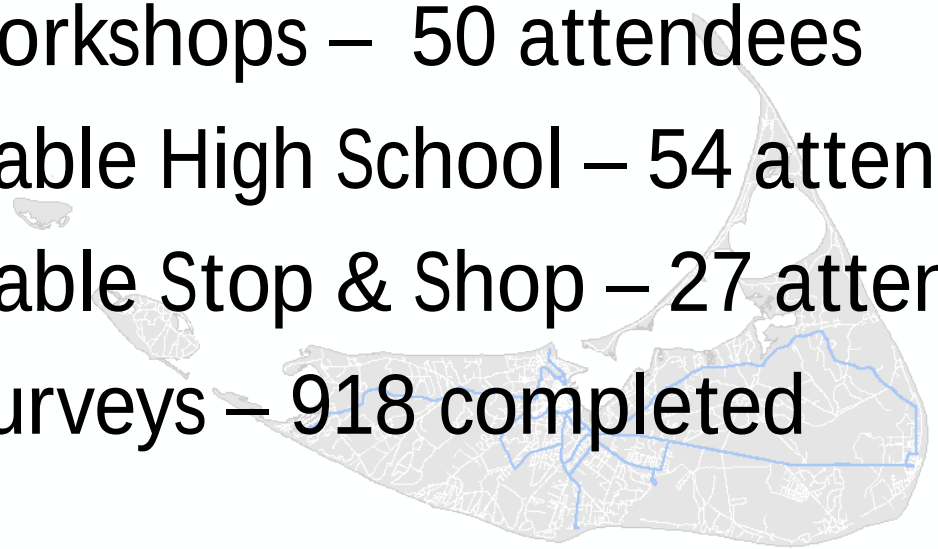
A rural system performing like an urban system

Market Analysis – Summary



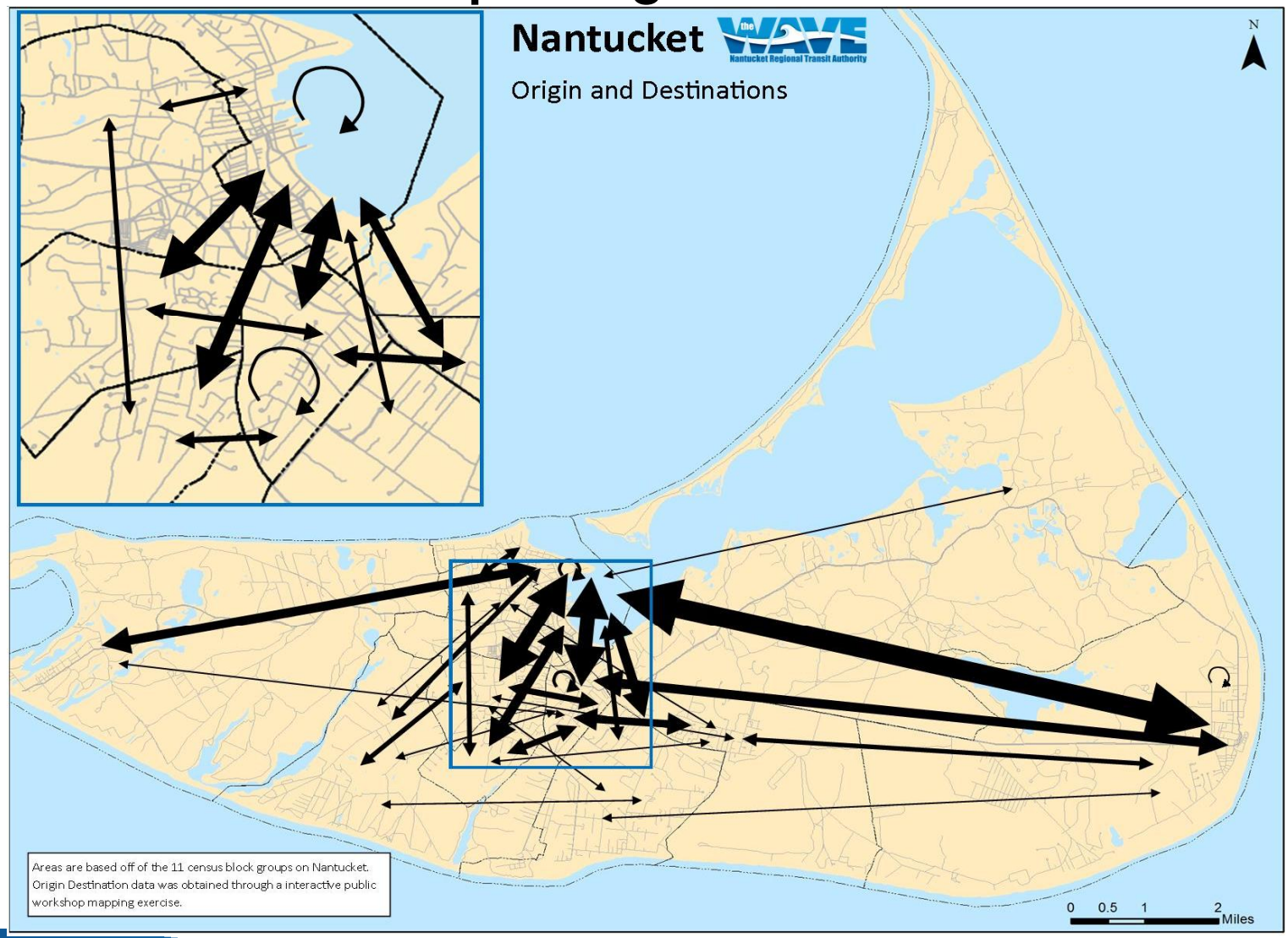
Outreach Summary

- Stakeholder meeting – 16 attendees
- Public Workshops – 50 attendees
- Pop-up table High School – 54 attendees
- Pop-up table Stop & Shop – 27 attendees
- Online Surveys – 918 completed



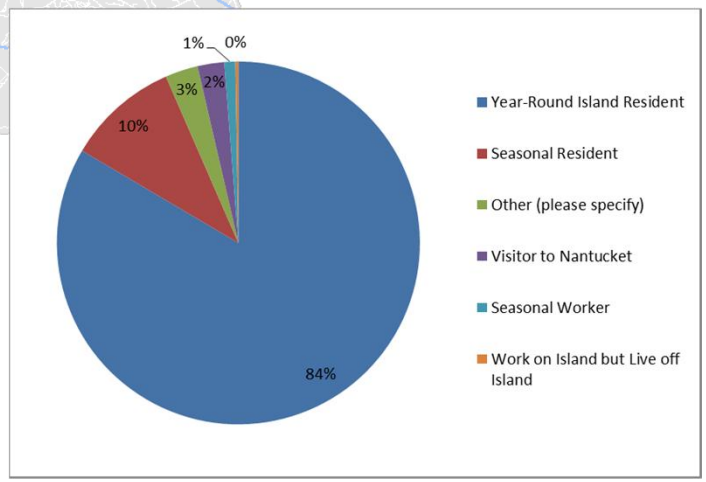
Total surveys received = 1,132

Public Workshop Origin-Destination Pairs


Nantucket
the WAVE
Nantucket Regional Transit Authority
Origin and Destinations
N
Areas are based off of the 11 census block groups on Nantucket. Origin Destination data was obtained through a interactive public workshop mapping exercise.
0 0.5 1 2
Miles

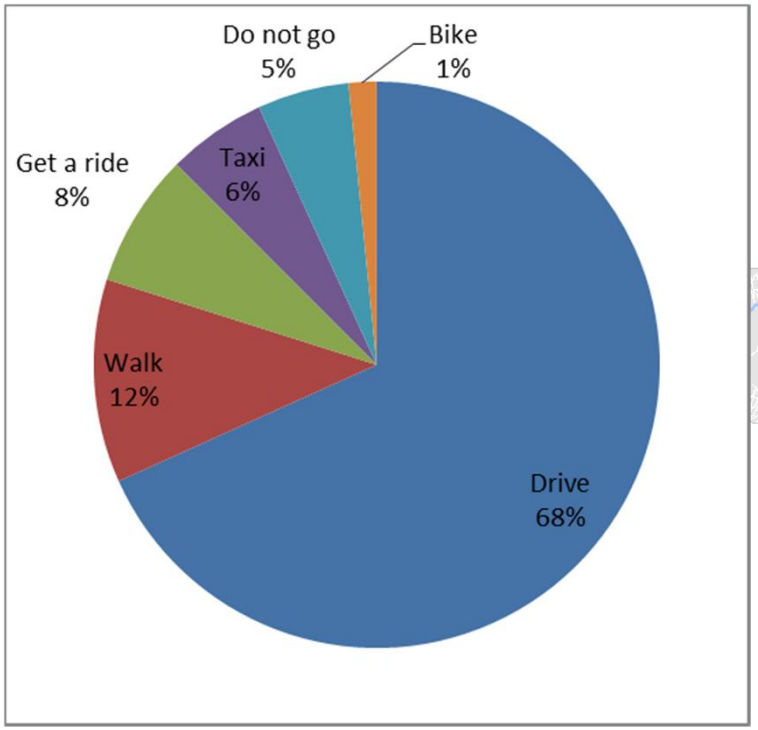
Survey Findings – Who Responded

- Year-round residents had the highest response
  - Island residents live mostly in the Mid-Island area
  - Seasonal residents are in Madaket
  - Visitors want to go to Madaket



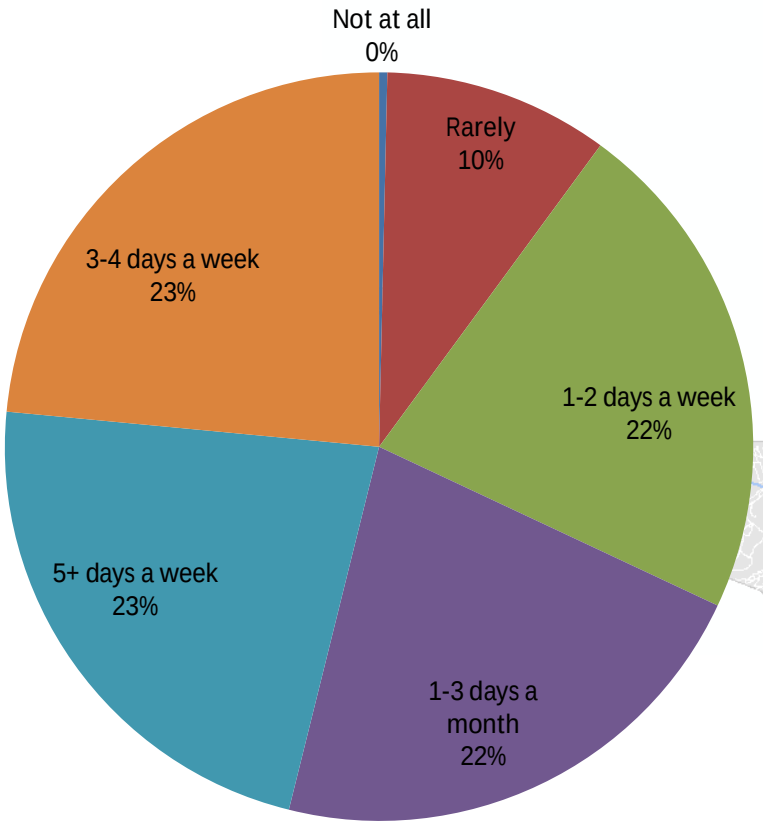
Survey Findings – How People Get Around

- In the off-season 32% of respondents do not have a private car to get around



79% of respondents ride the WAVE in the summer

Survey Findings – Current WAVE Riders

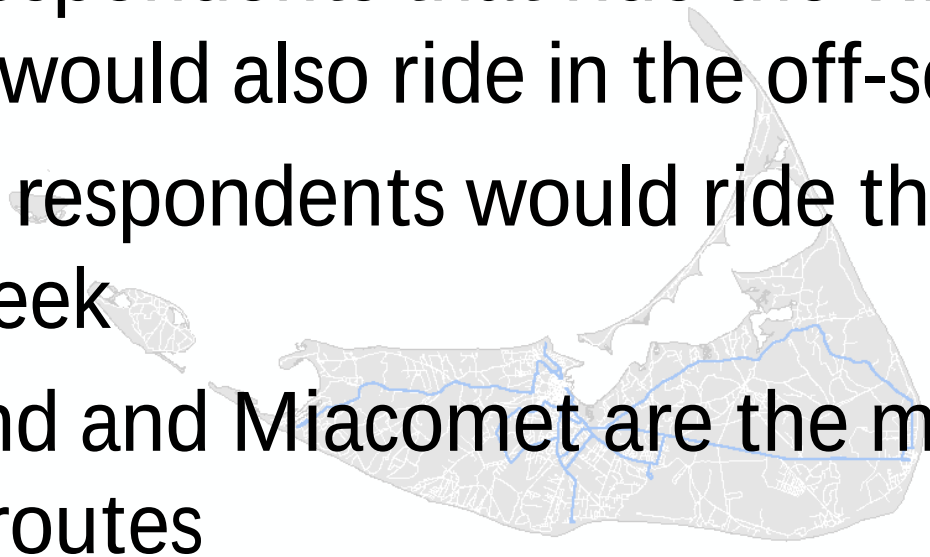


50% of those living in Mid-Island /Miacomet/ Old South Rd areas ride the bus 3+ times per week

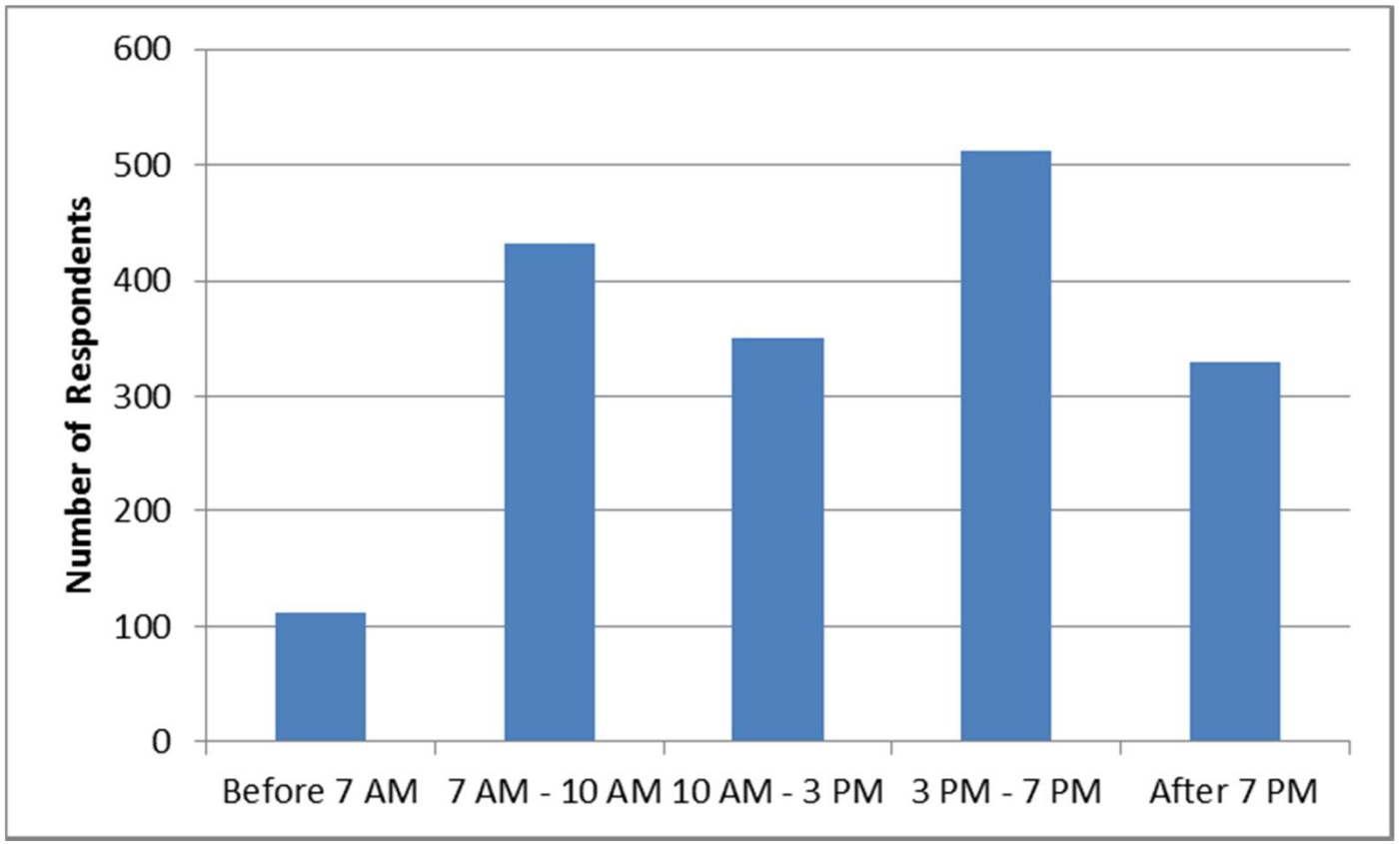
68% of WAVE riders take at least one trip per week

Survey Findings – Off-Season Service

- 96% of respondents that ride the WAVE in the summer would also ride in the off-season
- 22.9% of respondents would ride the WAVE 5+ days a week
- Mid-Island and Miacomet are the most popular routes

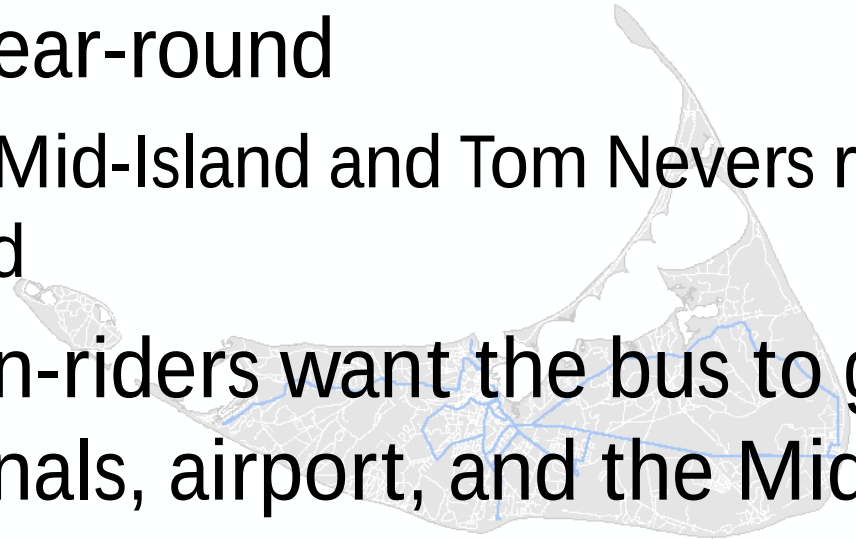


Survey Findings – Times of Day Respondents want to Ride

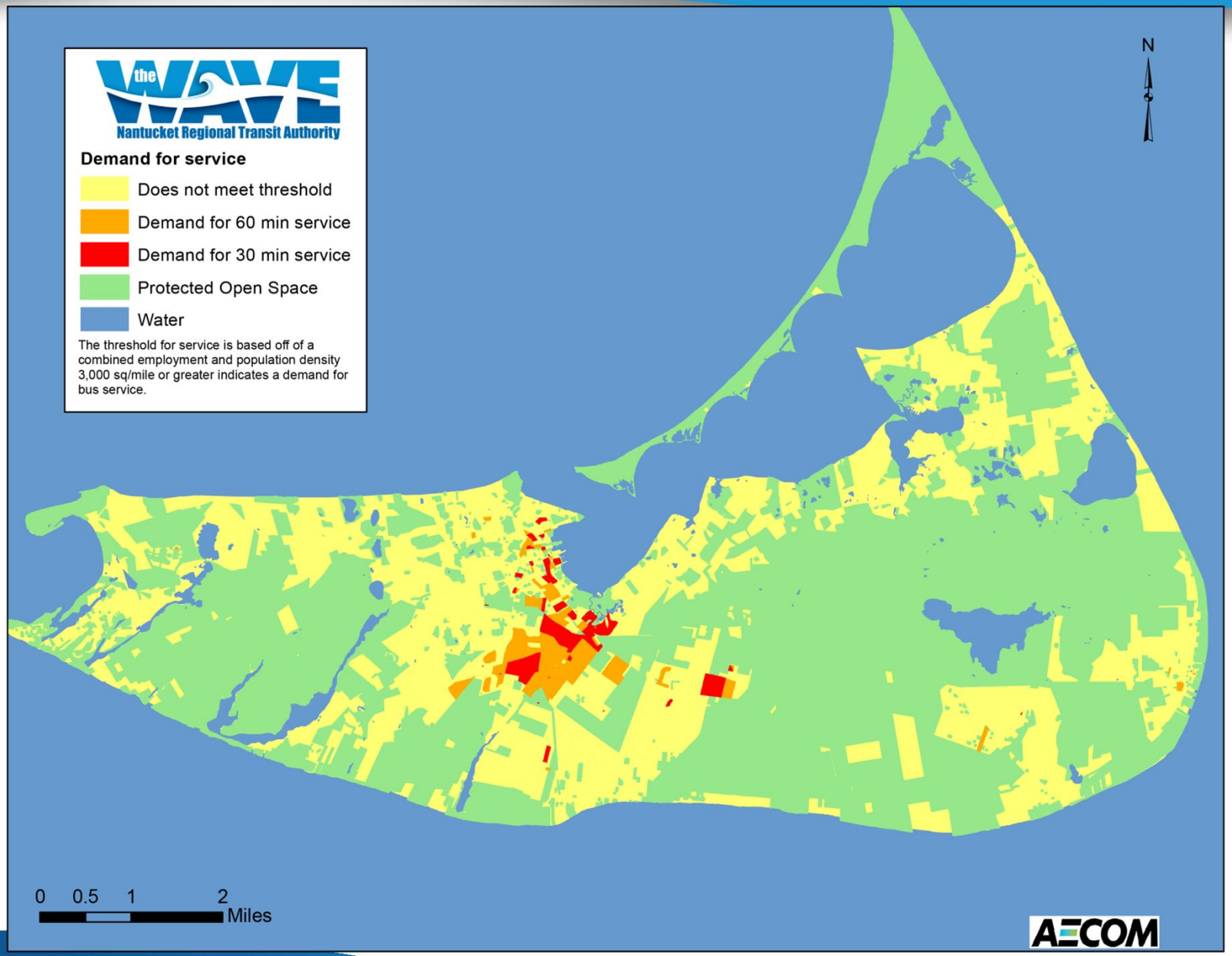


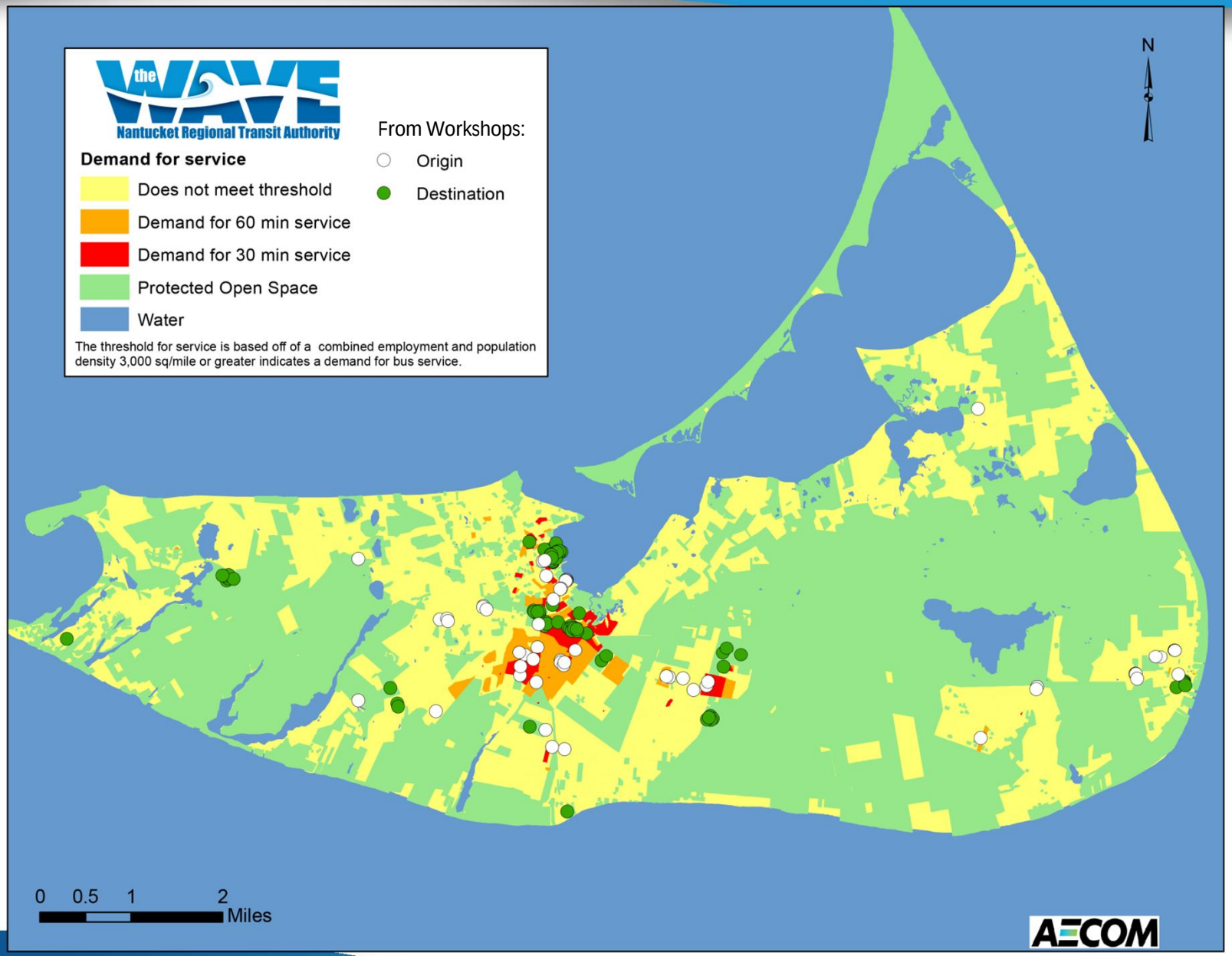
Survey Findings – Current Non-Riders

- 47% said they would take the bus if it was operated year-round
  - Primarily Mid-Island and Tom Nevers residents responded
- Current non-riders want the bus to go to the ferry terminals, airport, and the Mid-Island area



Market Analysis and Outreach Findings Summary


the WAVE
Nantucket Regional Transit Authority
Demand for service
Does not meet threshold
Demand for 60 min service
Demand for 30 min service
Protected Open Space
Water
The threshold for service is based off of a combined employment and population density 3,000 sq/mile or greater indicates a demand for bus service.
N
0 0.5 1 2
Miles
AECOM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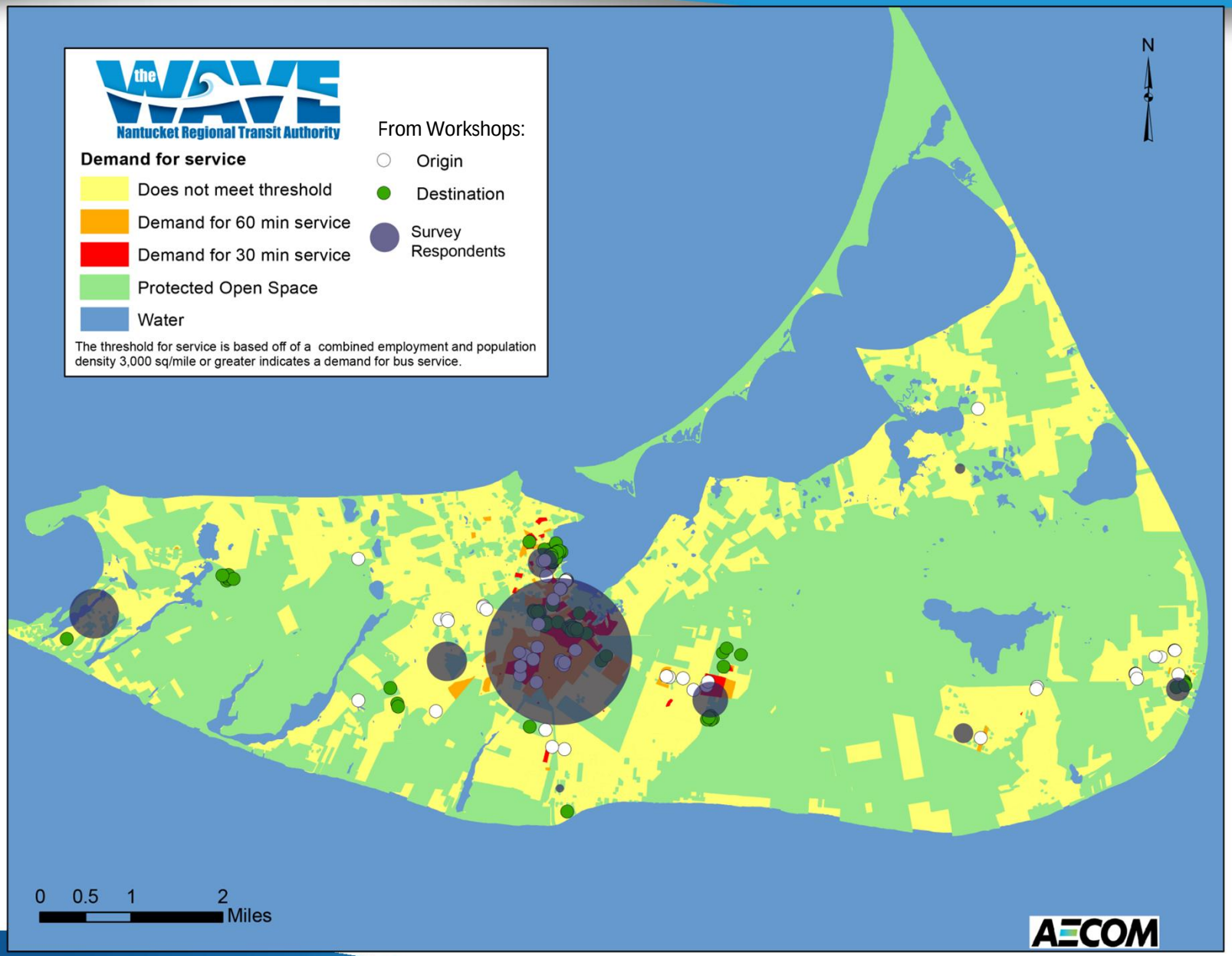
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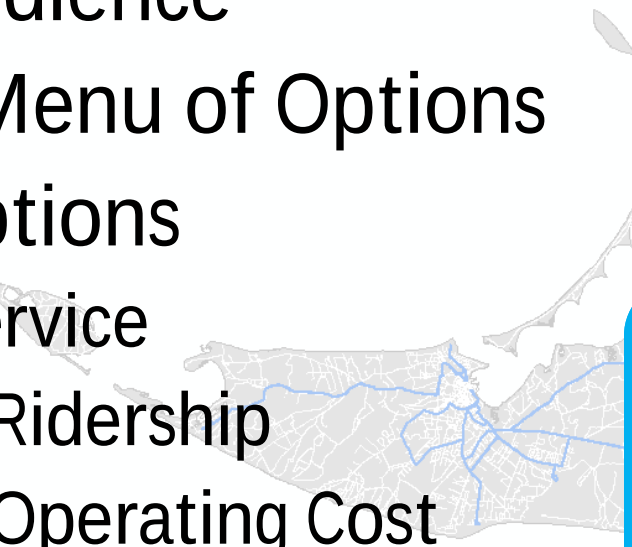
AECOM

Alternatives Development Process

- Identify Transit Markets/Audience
- Develop a Menu of Options
- Evaluate Options
  - Level of Service
  - Projected Ridership
  - Projected Operating Cost
- Identify a Preferred Alternative

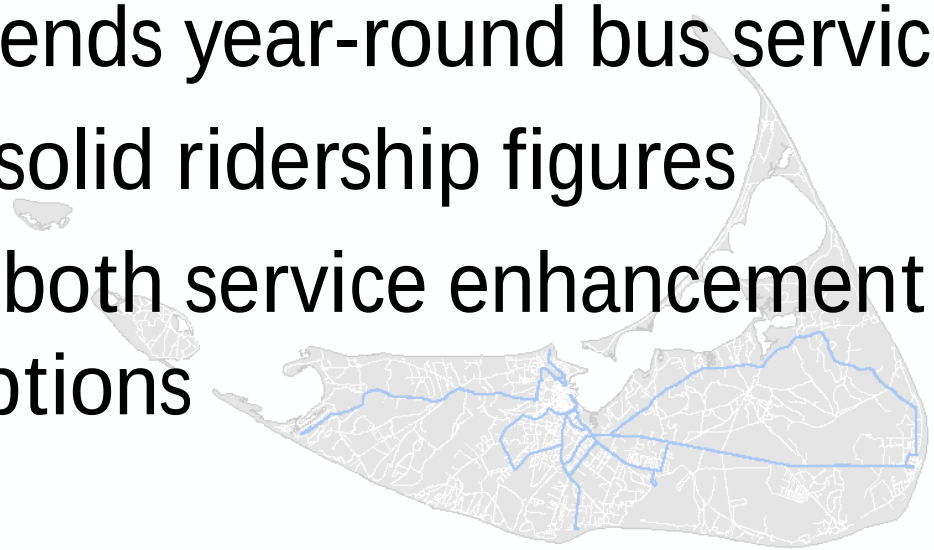


Current NRTA WAVE service operates 145 days each year

NRTA WAVE averages 1,200 trips per day in the shoulder season and 2,900 trips per day in the peak

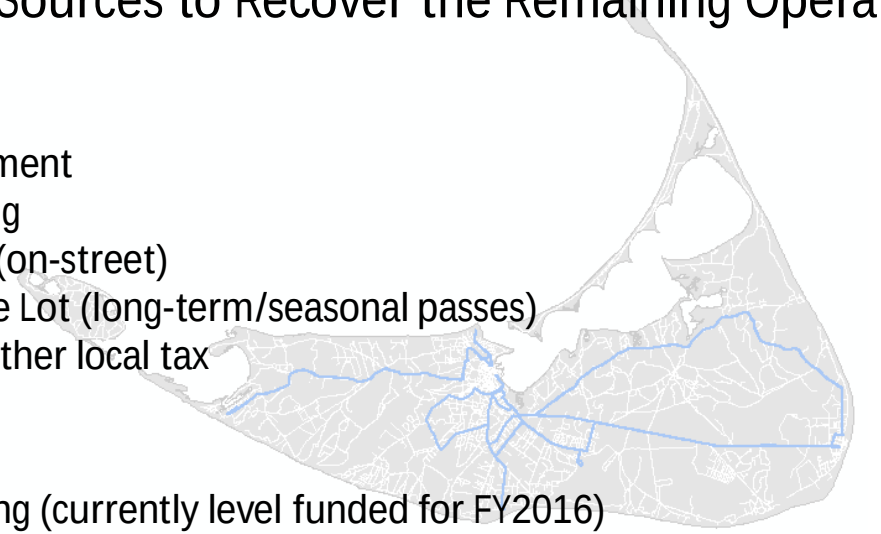
Preferred Alternative

- Will be unveiled on April 13!
- Recommends year-round bus service
- Projects solid ridership figures
- Includes both service enhancement and cost saving options



Funding Options

- Fares
  - Farebox recovery is anticipated to cover at least 20% of operating costs based on existing seasonal service farebox recovery rates
- Possible Funding Sources to Recover the Remaining Operating Costs and Capital Costs
  - Local
    - Local Assessment
    - Town Meeting
    - Parking fees (on-street)
    - Park and Ride Lot (long-term/seasonal passes)
    - Hospitality/other local tax
    - Partnerships
  - State
    - Transit funding (currently level funded for FY2016)
    - Gas tax dedicated to transit (long-term legislative issue)
  - FTA
    - 5311 Rural Funds (level or decrease in funding)
    - 5310 Enhanced Mobility for Seniors and Individuals with Disabilities



Next Steps

- Completion of Study Reports
- Final Presentation
  - April 13, 2016 – NRTA Advisory Board
    - Community Room, Police Station, 4 Fairgrounds Road
    - 5:45 PM
  - April 13, 2016 – Stakeholder/Public Sneak Peek
    - Studio Theater, Dreamland, 17 South Water Street
    - 10 AM – 11:30 AM
- Schedule meeting with NRTA Board to discuss funding options
- Secure funding
- Timeline (depends on funding source)
- Implement service